

In the Claims:

Please cancel claims 1, 2, and 4-6, without prejudice. The status of all claims is as follows:

1-8. (Cancelled)

9. (Previously Presented) A low noise pneumatic tire according to claim 10, wherein the other of two belt-shaped sound absorbing layers has an acoustic absorption coefficient of 40% or greater at a frequency of 1 kHz.

10. (Previously Presented) A low noise pneumatic tire having a tread, the tread having a radially inner surface facing to a cavity of the tire, belt-shaped sound absorbing members being mounted on the radially inner surface of the tread at prescribed intervals circumferentially of the tire by a fixing elastic band, the belt-shaped sound absorbing members each comprising at least one layer formed of a porous material having an apparent density of  $10 \text{ kg/m}^3$  to  $70 \text{ kg/m}^3$ ;

wherein the at least one belt-shaped sound absorbing layer comprises two belt-shaped sound absorbing layers, each of the two belt-shaped sound absorbing layers having a thickness ranged from 5 mm to 45 mm, a total thickness of the two belt-shaped sound absorbing layers being 50 mm or less,

wherein the two belt-shaped sound absorbing layers comprise an outer belt-

shaped sound absorbing layer in contact with the radially inner surface of the tread, and an inner belt-shaped sound absorbing layer disposed radially inwardly of the outer belt-shaped sound absorbing layer, the outer belt-shaped sound absorbing layer being formed of a porous material having a tensile strength higher than that of the inner belt-shaped sound absorbing layer, the inner belt-shaped sound absorbing layer having an acoustic absorption coefficient of 10% or greater at a frequency of 200 Hz.

11. (Previously Presented) A low noise pneumatic tire having a tread, the tread having a radially inner surface facing to a cavity of the tire, belt-shaped sound absorbing members being mounted on the radially inner surface of the tread at prescribed intervals circumferentially of the tire by a fixing elastic band, the belt-shaped sound absorbing members each comprising at least one layer formed of a porous material having an apparent density of  $10 \text{ kg/m}^3$  to  $70 \text{ kg/m}^3$ ;

wherein the at least one belt-shaped sound absorbing layer comprises a first belt-shaped sound absorbing layer having an acoustic absorption coefficient of 10% or greater at a frequency of 200 Hz, and a second belt-shaped sound absorbing layer that covers the entire first belt-shaped sound absorbing layer and has a sound absorbing property different from that of the first belt-shaped sound absorbing layer, the second belt-shaped sound absorbing layer including an inner portion having a plurality of holes through which the tire cavity communicates with the first belt-shaped sound absorbing layer.

12. (Previously Presented) A low noise pneumatic tire having a tread, the tread having a radially inner surface facing to a cavity of the tire, belt-shaped sound absorbing members being mounted on the radially inner surface of the tread at prescribed intervals circumferentially of the tire by a fixing elastic band, the belt-shaped sound absorbing members each comprising at least one layer formed of a porous material having an apparent density of  $10 \text{ kg/m}^3$  to  $70 \text{ kg/m}^3$ ;

wherein the at least one belt-shaped sound absorbing layer comprises a first belt-shaped sound absorbing layer having an acoustic absorption coefficient of 10% or greater at a frequency of 200 Hz, and a second belt-shaped sound absorbing layer that covers the first belt-shaped sound absorbing layer so as to expose only one longitudinal side face of the first belt-shaped sound absorbing layer 18 to the tire cavity 4 and has a sound absorbing property different from that of the first belt-shaped sound absorbing layer.

13. (Original) A low noise pneumatic tire according to claim 12, wherein the first belt-shaped sound absorbing layer covered with the second belt-shaped sound absorbing layer has a longitudinal length that is substantially 25% of an entire circumferential length of the radially inner surface of the tread, two belt-shaped sound absorbing members each having the first belt-shaped sound absorbing layer covered with the second belt-shaped sound absorbing layer being placed at locations opposite to each other with the one longitudinal side faces thereof exposed to the tire cavity facing to one side.

14. (Previously Presented) A low noise pneumatic tire according to claim 11, wherein each of the first belt-shaped sound absorbing layer and second belt-shaped sound absorbing layer has a thickness ranged from 5 mm to 45 mm, a total thickness of the first belt-shaped sound absorbing layer and second belt-shaped sound absorbing layer being 50 mm or less.

15. (Previously Presented) A low noise pneumatic tire having a tread, the tread having a radially inner surface facing to a cavity of the tire, belt-shaped sound absorbing members being mounted on the radially inner surface of the tread at prescribed intervals circumferentially of the tire by a fixing elastic band, the belt-shaped sound absorbing members each comprising at least one layer formed of a porous material having an apparent density of  $10 \text{ kg/m}^3$  to  $70 \text{ kg/m}^3$ ;

wherein the fixing elastic band is formed of a synthetic resin, the fixing elastic band being 10 mm to 30 mm in width, and 0.5 mm to 2.0 mm in thickness.

16. (Original) A low noise pneumatic tire according to claim 15, wherein the fixing elastic band is formed of a polypropylene resin having flexural modulus of elasticity ranged from 1100 MPa to 1800 MPa.